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Are You a Woman?

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COST OF FATTENING SWINE

Profitable Ration Is Amount of Feed Required to Produce Unit of Increase in Weight.

One of the chief problems before the park producer is, What is the most profitable ration to feed? The proper standard from which to determine the most profitable ration is the amount of feed of a certain kind required to produce a unit at which the increase is made. These are the same in all parts of the country, while the cost of the various kinds of feeds and therefore the cost of gains from the various feeds will vary in almost every lo-

The results of extensive and thorough experiments, extending through a period of five years, by the Nebraska experiment station, are here given, the prices used in calculating the re-



Hogs Fattened on 90 Per Cent Corr and 10 Per Cent Cut Alfalfa.

sults being as follows: Hogs, per '100 pounds, \$5.90; corn, per bushel, 47 cents; wheat, bushel, 70 cents; barley, bushel, 40 cents; emmer, bushel, 35 cents; rye, bushel, 56 cents; milo. cents; oil meal, ton, \$30; tankage, ton, \$40; bonemeal, ton, \$30; shorts, ton, \$24; alfalfa meal, ton, \$15; chopped alfalfa, ton, \$10; alfalfa hay, ton, \$8.

Feed other than alfalfa for convenience is termed "grain" in the results given. Where chopped alfalfa or alfalfa meal was a part of any ration in the experiments, all the grain was ground. The alfalfa meal was mixed with the grain; the chopped alfalfa was put in the trough and grain poured over it. The feed was moistened with water after being put in the trough. The feed was weighed separately for each lot of hogs, at each feeding time. In all experiments the hogs were weighed every second week.

Hides and Skins—These quotations are for Kentucky hides. Southern green hides 8c. We quote assorted

The animals had access to water at all times, unless the weather was such ter demand that the water froze. During such times water was supplied three times each day or as often as there was any indication that the hogs cared for it. Water was supplied in the fields by dozen neans of a gravity water system kept fresh water in cement troughs at

all times. Results: The feeding of various proportions of alfalfa in a ration of corn. as alfalfa hay, chopped hay and as meal, indicate that the rations rank as

1. 100 parts corn, alfalfa hay in a rack.

2. 90 parts corn, 10 parts chopped alfalfa.

3. 90 parts corn, 10 parts alfalfs meal.

4. 100 parts corn alone. 5. 75 parts corn, 25 parts alfalfa meal.

6. 75 parts corn, 25 parts chopped 7. 50 parts corn, 50 parts chopped

8. 50 parts corn, 50 parts alfalfa

The first three rations stand closely together.

Of the many rations tried for fattening, none has been found the equal of corn and a small percentage of alfalfa.

A summary of results indicates that the cost of feed to produce a. 225 cine he ever tried. Get a bottle topounds, and that keeping the hog day. 50c. and \$1.00, at your Drugpound market hog was \$3.35 per 100 until it weighed 325 pounds increased gist. the cost to \$3.57 per 100 pounds. This includes only the cost of feed and does not include the cost of labor, equipment, unusual risk, or interest on in vestment.

TOLL OF DEADLY SHEEP TICK

Animals infested With Parasites Yield Poor Wool and Are Difficult to Fatten.

It is more than futile to worry over the competition of sheep from South American pastures if we permit, unheeded, competitors to draw the lifeblood from flocks. Thousands of flocks in the United States are being preyed upon by ticks. Since scab has been eradicated from some states some men have relaxed their efforts and ceased to dip their sheep. Sheep infested with ticks yield poor wool and are difficult or impossible to fatten. There is no excuse for ticks on a sheep farm. Two thorough dippings at intervals of ten days or two weeks will kill them; afterward it is only necessary carefully to dip any sheep that may be bought before it is put with the flock, and the flock will remain clean. Many an America

Hopkinsville Market Quotations.

Corrected April 15, 1914 RETAIL GROCERY PRICES,

Country lard, good color and clear 4c and 15c per pound.

Country bacon, 17c per pound. Black-eyed peas, \$3.50 per bushel Country shoulders, 15c pound. County hams 21c per pound. Irish potatoes, \$1.30 per bushel.

\$1.30 per bushel Texas eating onions, \$25 per bushel, newlstock

Northern eating Rural potatoes

Dried Navy beans, \$3.00 per

Cabbage, new, 3 cents a pound. Dried Lima beans, 60c per gallon. Country dried apples, 10c per pound, 3 for 25c

Daisy cream cheese, 25c per Full cream brick cheese, 25c per

round Full cream Limberger cheese, 25c

per pound Popcorn, dried on ear, 2c per pound

Fresh Eggs 30c per doz Choice lots fresh, well-worked ountry butter, in pound prints, 30c FRUITS.

Lemons. 25: per dozen Navel Oranges, 20c to 40c per dov. Bananas, 15c and 25c doz Cash Price Paid For Produce.

POULTRY. Dressed hens, 122c per pound Dressed cocks, 7c per pound live hens, 11c per pound; live cocks 3c pound; live turkeys, 14c per

bushel, 50 cents; cane, bushel, 50 ROOTS, HIDES, WOOL AND TALLOW Prices paid by wholesale dealers to butchers and farmers:

> Roots-Southern ginseng, \$5.75 b "Golden Seal" yellow root, \$1.35 ll Mayapple, 3½; pink root, 12c and 13a Tallow—No. I, 4½; No. 2, 4c. Wool-Burry, I0c to 17c; 3C

Gresse, 21c. medium, tub washed 28c to 30c; coarse, dingy, tubwashed 18c. Feathers-Prime white goose, 50c dark and mixed old goose, I5c to 30c; gray mixed, I5c to 30c; white duck,

22c to 35c, new.

lots dry flint, I2c to 14c. 9-10 bet-Dressed geese, 11c per pound for choice lots, live 51

Fresh country eggs, 25 cents per

Fresh country butter 25c lb.

A good demand exists for spring shickens, and choice tots of fresh country butter.

HAY AND GRAIN.

No. I timothy hay, \$22 00 No. I clover hay, \$20 00 Clean, bright straw hay, 25c bale Alfalfa hay, \$21 00 White seed oats, 54c Black seed oats, 53c Mixed seed oats, 65c No. 2 white corn, 92c Winter wheat bran, \$28.00

Indigestion? Can't Eat? No Appetite?

A treatment of Electric Bitters increases your appetite; stops indigestion; you can eat everything. A real spring tonic for liver, kidney and stomach troubles. Cleanses your Minn., says: whole system and feel fine. Electric le's stomach troubles than any medi-

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And She Needed Checks. Teacher-"Did you ask your mam ma why the pen was mightier than the sword?" Small Moise — "Yes, ma'am. She said it was because paps couldn't sign checks with a sword."

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MAINTENANCE OF DIRT ROAD

Great Care Should Be Taken to Work Out an Efficient System of Drainage for Highways.

(By JOSEPH HYDE PRATT, North Car-

The dirt road is more susceptible to damage by water than, of course, any of the specially surfaced roads; there fore, great care should be taken to work out an efficient system of drainage for the road. Water must be kept away from the road, and the rain which falls on the road must be permitted to run off as rapidly as possible, and by a very easy grade. It must not only be taken off the surface of the road as rapidly as possible, but also out of the side ditches. Care should be taken that these side ditches are not too steep, and that every opportunity is seized for turning the water out of the ditches into the adjoining fields.

Many of our country roads are bad because in their construction no arrangement was made for taking care of the water, and thus they are very muddy and filled with ruts and holes. Instead of the middle of the road being higher than the edges, so that the water can readily run off on each side, many of them are flat, or even concave, with the center of the road the lowest point. If the road has been constructed so that it is well crowned, with the slope about one in twenty from the center of the road to the side ditches, and these ditches have been graded so as to readily take care of the water, and yet not steep enough to cause them to cut deep guilles on the side of the road, and if the water is taken from these ditches at every available point so as to prevent seepage of water under the surface of the road, there should be little difficulty in keeping the road in good condition. Very often it is necessary to carry the water from one side of the road to the other; and when this is necessary, it should be done by means of either concrete, metal or terra cotta culverts or pipes which will carry the water under the surface of the road. After the system of drainage has been installed, provision should be made to keep it up, so that the drains and the culverts will not become stopped up.

The surface of a dirt road should be kept of dirt, and whenever any holes or ruts have developed in the road, they should not be filled up with stone, or brush, but with dirt, and with dirt as nearly as possible of the same character as the dirt composing the surface of the balance of the road. If, on the other hand, holes or ruts are filled with rock, gravel or brush, the wea ing effect will be uneven, and the wheels will begin to scoop out holes just beyond or on the opposite side of the road from the hole filled up. If there are stumps or rocks in the road, they should all be removed, so that the dirt surface can be smoothed over and brought to an even slope from the center to the ditches. After the road has been well constructed and the right slope and surface obtained, it can be kept in this condition very readily by judicious application of the split-log or King drag.

MACHINE FOR MAKING ROADS

Wheeled Frame and Shovel Scraper Adjusted to Remove Surface of Soll When Moved.

The Scientific American in describing a grading scraper, the invention of J. F. Thomas and J. Haney of Odessa,

"The object of the inventors is to Bitters did more for Mr. T. D. Peeb- provide a wheeled frame and a shovel scraper adjustably mounted in the frame in such a manner that it may be



Grading Scraper.

caused to scrape and remove the surface of the soil beneath the frame when the latter is moved, and may be further adjusted to a position wherein its contents may be either dumped as a whole or gradually leveled out after transportation to a desired point."

USE OF WIDE WAGON TIRES

Makes Hauling Easier and Improves and Packs Roads Rather Than Cutting Ruts in Them.

(By A. F. WOODS.)

The use of wide tires on wagons has made hauling easier and improved and packed rather than cut ruts in the roads. The farmer who still uses narrow tires for heavy loads is not only wasting time and horse energy, but is guilty of cracity to animals and the destruction of the public highways. The relation between weight of load and width of tire and the maintenance of roads in each section should be Wall Paper, Window Shades, House and S

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